

Design Review Comment Form

Columbia River Crossing
&

Mill Plain to SR 500 Interchange Improvements
July 24, 2001, Water Resources Education Center

My comment is about:

Columbia River Crossing

- 1 - HOV
- 2 - Light rail
- 3 - Four-lane Arterial Bridge
- 3 - Six-lane I-5 Bridge ~ second best
- 4 - Ten-lane I-5 Bridge
- 5 - Tunnel the best!

_____ Mill Plain to SR 500 Interchange Improvements

My idea/comment/suggestion about the design is:

- #1 has the greatest impact to homeowners + existing residents
- #2 has impact great impact on existing homeowners
- #3 is the second best option without displacing homeowners
- #4 Too many unanswered variables + considerations yet to be addressed.
- #5 the Best Option yet + makes the most sense for a wide variety of reasons

Optional
Name:

Michelle Tworoger

Organization:

JBMI - Jantzen Beach Moorage Inc.

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My comment is about:

Columbia River Crossing

- Four-lane Arterial Bridge
- Six-lane I-5 Bridge
- Ten-lane I-5 Bridge
- Tunnel

Mill Plain to SR 500 Interchange Improvements

My idea/comment/suggestion about the design is:

off Ramp from SR 500 to I-5
North

Optional

Name: DAN ELLIOTT

Organization: GVCC

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My comment is about:

Columbia River Crossing

- Four Lane with HOV — A bit confused —
_____ Four-lane Arterial Bridge + rail — Needs work on Hayden Island
_____ Six-lane I-5 Bridge } well thought out —
_____ Ten-lane I-5 Bridge }
_____ Tunnel

_____ Mill Plain to SR 500 Interchange Improvements good improvements needed with
any of the design options above.

My idea/comment/suggestion about the design is:

Of the concepts I would agree with the 6 lane bridge
as my 1st choice —

No need to remove existing bridge —

The Tunnel is acceptable —

I know the problem of light rail in this community
and fear the nay sayers will continue to defeat
this proposal.

For part to part option bridge must be high enough for
say large grain vessels —
Tunnel would be better —

Optional

Name: John Fratt jufratt@pacifier.com

Organization: self - & grand children

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- Four-lane Arterial Bridge
- Six-lane I-5 Bridge
- Ten-lane I-5 Bridge
- Tunnel

Mill Plain to SR 500 Interchange Improvements

* OPTION B

My idea/comment/suggestion about the design is:

need to keep river open for Terminal 2, grain elevator

- BRIDGE ~~NEEDS~~ CANNOT BE LIFT SPAN. \uparrow FOR ANCHORAGE AREA (very busy area).
- TANKS OR BRACKS (26th) - go over top
- CONNECTION to I-5 via West of Vancouver (SR501) OR 26th Extension NORTH.
- ~~water~~ ^{another} new overpass at 26th Street Ext. may not be acceptable to community after the Port/City spends so much \$ constructing the Port's new entry.
- Toll NON-FREIGHT

Optional Name: _____
Organization: _____

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Columbia River Crossing

- Four-lane Arterial Bridge
- Six-lane I-5 Bridge
- Ten-lane I-5 Bridge
- Tunnel

Mill Plain to SR 500 Interchange Improvements

My idea/comment/suggestion about the design is:

They haven't addressed the issue until they
make 10 lanes from Wilsonville ~~Marquam~~ bridge to
beyond 134th Street.

Optional

Name: Arlen Stanek

Organization: LSW Architects

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- Four-lane Arterial Bridge
 Six-lane I-5 Bridge
 Ten-lane I-5 Bridge
 Tunnel

Mill Plain to SR 500 Interchange Improvements

My idea/comment/suggestion about the design is:

With the 10 lane I-5 Bridge the Delta Park I-5 must be widened. N. Pitt Neighborhoods shouldn't really have a say on the Federal Hwy running from Canada to Mexico.

Light Rail has not been effective in cutting commuter traffic & now we have so much more traffic coming from B.C & Seattle area that freeways are congested even on weekends.

Optional

Name: _____

Organization: _____

needs to be high enough so left is not needed!

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- Ten-lane I-5 Bridge
- Tunnel

Mill Plain to SR 500 Interchange Improvements

My idea/comment/suggestion about the design is:

Don't understand why coming on to SR 500 from Hazel Dell - I-5 is not being addressed.

Optional

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Organization: _____

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- Six-lane I-5 Bridge
- Ten-lane I-5 Bridge
- Tunnel

Mill Plain to SR 500 Interchange Improvements

My idea/comment/suggestion about the design is:

modify Tunnel to access Both
Ports + take trucks off local roads
+ I-5 Bry. leave tunnel for
Trucks. only.

Optional

Name: Alex Veliko

Organization: _____

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- Ten-lane I-5 Bridge
- Tunnel

Mill Plain to SR 500 Interchange Improvements

My idea/comment/suggestion about the design is:

I like the tunnel

Optional

Name:

WALTER VALENIA

Organization:

BRIDGETON

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Columbia River Crossing

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- Six-lane I-5 Bridge
- Ten-lane I-5 Bridge
- Tunnel

_____ Mill Plain to SR 500 Interchange Improvements

My idea/comment/suggestion about the design is:

1. Nice surprise - not destructive as above grade
2. Look into single-bore reversible as a lower cost option. If options are too large/expensive they won't get built.
3. Make safety improvements @ Hoyle Island.

Optional

Name: _____

Organization: _____

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- Ten-lane I-5 Bridge
- Tunnel

Mill Plain to SR 500 Interchange Improvements

My idea/comment/suggestion about the design is:

Recognizing the possible greater cost, I believe that the tunnel is the best longterm solution to the river crossing

Optional

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Organization: _____

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My comment is about:

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- Four-lane Arterial Bridge
- Six-lane I-5 Bridge
- Ten-lane I-5 Bridge
- Tunnel
- 4-lane bridge w/ light rail

Mill Plain to SR 500 Interchange Improvements

My idea/comment/suggestion about the design is:

- I like this option but the new bridge needs to ~~be~~ tie into ~~SR 500~~ I-5 at both ends w/o joining surface streets first.
- This just won't address long term capacity on I-5. There really isn't that much traffic initiating out of downtown. The majority of the traffic initiates out of North Clark County.
- Keep the L-rail bridge & look at turning ~~it~~ the I-5 bridge into a feeder for West Vancouver & SR 14.

Optional

Name:

Dave Frei

Organization:

Arnada

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- Four-lane Arterial Bridge
 Six-lane I-5 Bridge
 Ten-lane I-5 Bridge
 Tunnel

Mill Plain to SR 500 Interchange Improvements

My idea/comment/suggestion about the design is:

A four lane Arterial Bridge must be considered soon from mill-plain or Fourth plain to N. W. Portland because the Sunset Hwy (26) & tunnels through the "Zoo" Area are at capacity now and no room to grow!

Optional
Name:

Carol Panfilio

Organization:

Rosemere NA

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My comment is about:

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_____ Four-lane Arterial Bridge

_____ Six-lane I-5 Bridge

_____ Ten-lane I-5 Bridge

_____ Tunnel

Four lanes with HOV.

_____ Mill Plain to SR 500 Interchange Improvements

My idea/comment/suggestion about the design is:

THE 10 LANE M-SPAN IS THE ONLY CROSSING THAT ELIMINATES THE MAJOR PROBLEM OF BRIDGE LIFTS. ANY SOLUTION THAT DOES NOT ELIMINATE THE LIFTS IS NOT ACCEPTABLE. THE TUNNEL DOES NOT PROVIDE SUFFICIENT LANES AND KEEPS THE CURRENT BRIDGE IN PLACE. MOST OF THE OTHER OPTIONS REMOVE PORTIONS OF THE HISTORICAL RESERVE, THIS TOO IS UNACCEPTABLE. - THERE HAS BEEN ~~AN~~ SOME GOOD THINKING BUT WE STILL NEED TO LOOK TO TECHNOLOGY FOR NEW METHODS OF MOVING GOODS/PEOPLE IN THE FUTURE.

Optional

Name: DAN ELLISS

Organization: GVCC/SAX'N DAN

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- Six-lane I-5 Bridge
- Ten-lane I-5 Bridge
- Tunnel

Mill Plain to SR 500 Interchange Improvements

My idea/comment/suggestion about the design is:

An obviously easy fix for east-west congestion.
Sadly, none of the bridge options are
willing to move traffic away from the
I-5 corridor.

Optional
Name: _____

Ala Stank

Organization: _____

HDSCBA

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My comment is about:

Columbia River Crossing

- NO Four-lane Arterial Bridge
- NO Six-lane I-5 Bridge
- NO Ten-lane I-5 Bridge
- NO Tunnel

YES Mill Plain to SR 500 Interchange Improvements

My idea/comment/suggestion about the design is:

1. TAKE RE-VOTE IN CLATSOP COUNTY RE: LIGHT RAIL AS OPTION INSTEAD OF TRYING TO FORCE AS ONLY OPTION OUTCOME
2. IF LIGHT RAIL PASSES START PROCESS ON LIGHT RAIL OPTION.
3. IF NOT - QUIT PLANNING PROCESS
4. THEN EVALUATE COST, RESOURCE IMPACT ALTERNATIVES & FUNDING STRATEGIES FOR

Optional

Name:

Bob Dungan

Organization:

Clatsop County - Resident

REMAINING OPTIONS BASED ON I-5 179TH to
405/15 - MAKE A DECISION TO FUND AND
CONSTRUCT

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My idea/comment/suggestion about the design is:

- I am adamantly ~~oppose~~ ^{oppose} this configuration due to the number of homes it will eliminate from Vancouver's oldest neighborhoods
- I would much rather see the interchange moved & reconfigured further north. ~~It is not~~ A logical tie in to 39th Street
- Avoid adding a southern sweeping on-ramp from 4th Plain. There is no reason to enhance the ~~access~~ access from a city street (25-35 mph street)

Optional

Name:

Dave Frei

Organization:

Arnada

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My comment is about:

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- Four-lane Arterial Bridge - with light-rail/HOV lanes
- Six-lane I-5 Bridge
- Ten-lane I-5 Bridge
- Tunnel

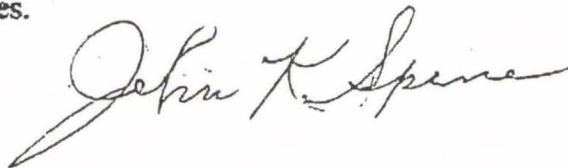
Mill Plain to SR 500 Interchange Improvements

My idea/comment/suggestion about the design is:

All the engineering decisions for bridges must be made between alternatives after comparing capitol costs including such details as infrastructure, congestion, and stalled vehicles.

Political preferences have no place in this process if taxpayers are to get the most for their money.

Population growth will continue forcing expansion of growth boundaries. Without two central bridge locations, growing traffic will be routed into the equivalent of two funnels. Therefore, cost comparisons for bridge locations East of I-205 and West of I-5 must be included in this and future studies.



Optional Name: <u>John K. Spence</u>
Organization: <u>Taxpayer</u>

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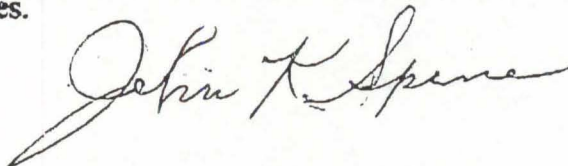
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